

UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION
IFR ENROUTE HIGH ALTITUDE - U.S.
For use at and above 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

PANELS
ABCDE
1"=20 NM
E - U.S.

L E G E N D

Approach Procedure and/or RADAR MINIMA published or at least in the High Altitude DoD FHP. Facilitate published Instrument Approach Procedure or RADAR MINIMA.

Associated City names for one shown above or previous name. If airport name or the same only the airport City names for military or

Civil
Civil Military

CITY
Airport Name
IATA

Associated City

Military	(see 1) Airport Identifier	are not shown. The airport parentheses follows the ci
<h3 style="text-align: center;">NAVAIDS AND COMMUNICATION BOXES</h3>		
<h4>NAVAIDS</h4> <p>If Data is depicted in BLACK.</p>	<h4>COMMUNICATION BOXES</h4>	000.0

COMPASS ROSES
Oriented to
Magnetic North
of NAVJAG which
may not be

adjusted to the charted isogenic values.

without voice but not underlined.

Greeshatch indicates Shutdown status

(Y) TACAN must be placed in "Y" mode

freq[s] positioned above box is removed to the NA.

000.0 000

NAME

to receive distance information

Automated Weather Broadcast Systems:

A A/SOS/AWOS - Automated Surface Observing Station/Automated Weather Observing Station

Shadow NAVAID box in and Flight Service Station same name

U/NF Non-directional
 Radiobeacon or Marine
 Radiobeacon
 H/WAS - Hazardous Inflight
 Weather Advisory Service
 TWES - Transcribed Weather
 Broadcast
 Automated weather, when available, in
 NAME IDT
 FSS N
 identifi
 with N
 Remote
 Outlet

IF/MF Non directional Radiobeacon/DME

Part-Time or On-Request







NAME
* 000 IDT 00(000.0)



UF/HF Non directional Radiobeacon/DME

VFR flight paired with IFRAN Unassisted		(1) 11,000 ft MSL or below 12,000 ft AGL - 25NM "L" and "T" category NAVAIDS Jet Routes are depicted in NAVAIDS without classification category.
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AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ROUTE DATA		BOUNDARY DATA	
<p>If Data is depicted in BLACK Data is depicted in BROWN Data is depicted in BLUE</p>		<p>Changeover Point Giving mileage to NAVAGS (Not shown when less than 1000 Feet from the midpoint in either direction)</p>	<p>Air Route Center Line</p>

 JRS Route	MEA 0000 Minimum Enroute Altitude (MEA), shown when other than 10,000'	 Zone (A)
 R00	ATS Route	 Adjacent
 A00	Oceanic Route	 Flight Information Region

 Atlantic Route
 Bahama Route
 Substitute Route
 Temporarily shortened NAVEAS
 by air transportation modifications

Unusable Route Segment

FNNAV Route
(Not shown in the Gulf of Mexico)

MEA and/or MAA Change
of other than NAVAIDS





Minimum Reception Altitude
(MRA)

Minimum Crossing Altitude

Control
Upper C

Interfere
(Not shown with Altitude)

<p>00 Preferred Single Direction Jet</p>	<p>FIXES/ATC REPORTING REQUIREMENTS</p> <p>▲ ▲ Fix Compulsory and Non-Compulsory Position Report</p>	<p>Official</p> <p>AIRSPACE INFORMATION</p> <p>Open area (white) is controlled airspace</p>
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 IF 000	Route/Q Route Facility Locators used in formation of Reporting Points	 RNAV Waypoint Compulsory and Non-Compulsory Position Report	Shaded in a brown uncontrolled airspace
 IF 001	NRS (Navigation Reference System) Waypoint	 Class A Airspace That airspace of the small designated class	

Denotes DME Fix
(Distance same as route mileage)

Denotes DME Fix and Mileage

Offset between Lead Lines Facility

CTA/PR
NAME OCEANIC
IDENT

Compulsory Fixes and/or NAVAIDS	 Consider rules indicating forcing forming a fix. (Away from VHF/UHF, Toward UHF/NAVAIDS)	
Mileage between other Fixes, NAVAIDS and/or Mileage Breakdown	 Mileage Breakdown or Compulsory Navigational Fix (CNP) (see A/C function)	

MISCELLANEOUS

Logistic Line and Value shown each 4° ——— 4°W ——— 4°E

MEASURES ARE NAUTICAL UNLESS OTHERWISE STATED

MEASURES ARE MAGNETIC UNLESS OTHERWISE STATED

MEASURES ARE MSL UNLESS OTHERWISE STATED

MEASURES ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE STATED

American Datum of 1983 (NAD 83), for charting purposes, is considered equivalent to World Geodetic System 1984 (WGS 84).
In periods of Daylight Saving Time (DT), whether hours will be one hour earlier than shown. All states observe DT except Arizona.

EXAMPLE OF GROUPING

Auto centerline by-passing
city which is not part
of specific route

0-60 **14-B**

MEA 31000

MEA is established with a gap
in navigation signal coverage

110

MORSE CODE

G	L	Q	V	2
H	M	R	W	3
I	N	S	X	4
J	O	T	Y	5
			Z	

CRUISING ALTITUDES - U.S.
IFR within controlled airspace as assigned by ATIS
All courses are magnetic

Figure 1 consists of three circular diagrams, each representing the distribution of 1000 randomly selected individuals across 1000 genes. Each diagram has a vertical line at the 500th gene position. The left diagram shows a distribution with a peak at 500 genes. The middle diagram shows a distribution with a peak at 500 genes. The right diagram shows a distribution with a peak at 500 genes.

No VFR flights within Class A
Airspace above 5000' AGL

unless otherwise authorized by ATC

